To: Guinness World Records – Records Management Team - June 25, 2026

Ground Floor, The Rookery
2 Dyott Street,
London, WCIA 1DEW
United Kingdom

Re: Record ID: Highest Vehicle Mileage

Irvin Gordon 1 May 2014 United States (Girwood)

Mileage: 3,029,122 VIN #19153

Link: https://www.guinnessworldrecords.com/world-records/highest-vehicle-mileage

1966 Volvo P1800S, Owned from June 30th, 1966 until November 15th, 2018 Summit Rd, East Patchogue, NY

Statement of Dispute:
I am formally requesting a review of the Highest Vehicle Mileage record currently held by the late Irv Gordon. I am submitting evidence that the documentation provided for the 3,029,122 (now 3,265,000+) miles lacks independent verification and contains significant mechanical and logical inconsistencies.

Primary Points for Review:

1. **Testimony Conflict:** The record's primary verification witness, Nino Gambino, has stated in a public interview with Hagerty that he did not begin working on the vehicle until it had exceeded 1,000,000 miles. This contradicts the official timeline and invalidates the "lifetime" professional oversight previously claimed. Mileage was documented by the "Volvoville" dealership even though Mr. Gordon performed all the routine and preventative maintenance, at his home, on the 1966 P1800S.
2. **Impossibility of Component Lifespans:** The claimant reported **100,000 miles on bias-ply tires** and **900,000 miles, re-bushing intervals, on SU HS-6 carburetors**. Mr. Gordon claimed **2,000,000 miles** on a **B18 rebuilt engine** even though Volvo published **110,000 miles, as an average, between overhauls**. Mr. Gordon claimed **2,000,000 miles** on **the front bushings of the wishbone suspension** (Facebook-with his photo). Industry standards and mechanical service logs, for this era vehicle, show these components physically cannot function for such durations.
3. **Logistical Impossibility:** The claimant's daily commute has been verified as **78 miles**. To achieve the milestones verified in 1987 (1 million miles), 2002 (2 million miles), and 2013 (3 million miles) the claimant would have needed to average over 240 miles per day, 5 days a week, 52 weeks a year, for 52 years. (Mr. Gordon claimed he stop using the

Volvo P1800 in 1988, for work, when he was gifted his 1987 Volvo 780 Bertone from Volvo). This does not account for maintenance "down-time" which, at 3,000-mile intervals, would have occurred every 12.5 days. It does not account for down time due to major repairs or vehicle shipping and display down times throughout the world. This also does not account for personal time, time due to inclement weather, Volvo and Castrol GTX travel and promotion time, family time, and rest and sick times. This does not account for the time Mr. Gordon drove other vehicles, which approaches 600,000 miles.

Requested Action:
I request that Guinness World Records audits the original driving logbooks, maintenance records, petrol receipts for the period of 1966–2013 and compare them against the now-public testimony of the vehicle's mechanic to ensure the record remains "unprecedented and authenticated" as per your standards. Ensure, through documentation, that every mile on the SMITH odometer must be verified.

Provide all the “Volvoville” and other applicable maintenance records showing documented mileage.

Provide all official fuel/gas/petrol receipts showing petrol location, amount of fuel, price of fuel, milage, and auto ID. At 20 MPG (Fuelly.com - surveyed twenty five P1800 Volvos over 116,000 miles), 11 gallons per tank, there should be approximately 15,000 of these receipts.

Provide verified driving logs that correspond with petrol receipts.

Using Mean Time Between Failure (MTBF) analysis, on Mr. Gordon’s 1966 Volvo P1800 replaced components, the Team at KBM Technical Services, LLC can calculate the minimum, maximum, mean, and median miles driven on Mr. Gordon’s 1966 P1800s Volvo.

Thank you for your consideration in this matter.

Sincerely,

KBM Technical Services, LLC

KBM Technical Services, LLC	Prepared By	Document Number	
KBM Technical Services, LLC Title: Mr. Irv Gordon's Volvo P1800 Claimed Mileage Abstract	Brian Munson	0024-Gordon P1800 Mileage Abstract	
	Phone	Date (05/27/2026)	
		05/27/2026	Rev
	Gordon's Volvo P1800 Claimed Mileage Abstract		-2

Irvin Gordon's Claim of 3,265,000 Miles Driven on His 1966 P1800S VIN#19153

Abstract

The 1966 Volvo P1800 was a well-engineered automobile for its time, but it incorporated a variety of components and technologies that required regular maintenance and maintenance personnel involvement. These included British SU HS-6 carburetors, Bosch distributors, ignition points, condensers, coils, Lucas electrical components, Smiths British instruments, Steyr transmission components, a non-hydraulic valves with a non-roller, flat-tappet camshaft system, and standard 165R15 bias-ply tires.

Despite these limitations, the 1966 P1800 was capable of durability comparable to most non-commercial automobiles of its era. With proper maintenance, careful driving habits, suitable storage conditions, and operation in favorable climates, a 1966 Volvo P1800 could reasonably be expected to achieve between 100,000 and 200,000 miles before requiring a comprehensive rebuild or restoration. By approximately 110,000 miles, major rebuilding of the engine and at 200,000 miles, rebuilding of the drivetrain, suspension, brakes, and electrical systems were generally expected.

In Volvo's 1971 P1800E sales brochure, Volvo quotes "Road and Track" in a survey conducted. In that survey, the average P1800 Owner reports driving a P1800 (with the old engine [B18]) an average of 110,000 miles between overhauls. This equates to Gordon's P1800 achieving 6-7 times more miles on the original B18 engine and 18+ times more miles on the B18's rebuilt engine.

Gordon famously claimed that his 1966 Volvo P1800 exceeded that lifespan by a factor of ten to twelve. According to Gordon, the car required only two engine rebuilds, replacement of a rocker panel, rear fender repairs, front body work, and various replacement components throughout its service life. Notably, Gordon never publicly described his P1800 as having undergone a complete restoration. No other recorded Volvo P1800 (P1800ES) is known to have exceeded 600,000 miles of documented use. Gordon also indicated the 1966 P1800 Volvo never broke down (even though one Volvo filmed interview, Magnus Walker reporting, stopped short because of a break down).

Gordon's 1966 P1800 also lacked many comfort and convenience features common in modern automobiles. The car had no air conditioning, no directed electrical ventilation for the driver or passenger, no power steering, no adjustable seating height, minimal sound insulation, a manual

transmission, limited outward visibility, and no rear window defroster. In temperatures above approximately 65 degrees Fahrenheit, comfortable operations often required the side windows to be rolled down and the vent windows opened. This created significant wind and road noise inside the cabin, contributing to driver fatigue and a distraction during long-distance travel, particularly at highway speeds.

Using strictly *mathematics, data, and good engineering practices*, Gordon's 1966 P1800 Volvo was calculated to have approximately 1/10th the miles driven that he claimed. This calculation is based on Mr. Gordon's and Volvo's claims of replaced parts, subsystems, and rebuilds. A summary of the reasons are listed below and detailed in the "Red-Flag" document:

1. Gordon's work commute was 78 miles a day not 125 miles, as claimed. Gordon, a Middle Grade Science Teacher, drove the route a maximum of 160-165 days a year. That computes to 12,000 + miles a year. According to Gordon's claims, Gordon stop using the 1966 P1800S Volvo for work, in 1988, and drove the car (1987 Volvo 780 Bertone) gifted to him by the Volvo Corporation.
2. Gordon didn't have the opportunity to drive 100,000 miles a year from Long, Island, NY and maintain his P1800 at the same time. This would have required more than 24 hours a day based the average traffic speeds on Long Island and New York City area, commuting through tunnels and over bridges, his sleep schedule, routine and preventative P1800 maintenance, vehicle promotions, and other driving and living habits.
3. Outside of the promotional activities and tours, Gordon never mentions overnight or hotel stays during his daily driving for fishcakes in Maryland, French food in Vancouver, and a "good cup of coffee" drive.
4. Gordon indicated his P1800 parts/components lasted a mean of 10 times longer than the average P1800 Volvo.
5. Gordon claims 100,000 miles per tire set and never claimed to have a flat.
6. Gordon claims the P1800 sat outside for 52 years, uncovered, without showing any visible wear or corrosion.
7. Gordon claimed to never have a break down although his Daughter, Danielle, claimed the P1800 broke down to the point where Gordon would carry a trunk full of parts (Facebook)

8. Castrol GTX videos claim 2,700,000+ on removed engine parts (cam). The cam was replaced at 680,000 miles (claimed) and then again at 2,700,000 miles (claimed). This is a 700,000 mile discrepancy.
9. Concerns have also been raised regarding the certification methods used by the Guinness World Records to validate the mileage accumulated on Gordon's vehicle. Several factors complicated verification, including:

a) The vehicle's odometer, which could only register up to 99,999 miles before rolling over.

b) The absence of comprehensive dealership maintenance records, since Gordon stated that he personally performed all the preventative and routine maintenance.

c) The inability of dealership records alone to confirm cumulative mileage because of the odometer's five-digit limitation.

d) Oil changes, tune up's, brake service, chassis lubrications, and other routine service performed privately at home, without third-party verification.

e) Limited public transparency regarding the complete maintenance and documentation records reviewed during the Guinness certification process.

f) Making the assumption that only one part was replaced every time Gordon took the 1966 Volvo P1800 to the Dealer, the claimed mileage would have increase by 105,000 miles. If two parts were replaced, the claimed mileage would have increased to 210,000 miles. The Volvo Dealer would not be present when the odometer turned over from 99,999 back to 00,000 miles.

By Gordon's account, over a period of 41 years (1966-2007), Gordon only replaced 24 parts (Dealer replaced parts). This meant, with the 2,500,000 miles during that time period, Gordon only visited the dealership a maximum of 24 times. That is once every 20-1/2 months. Even during Gordon's claimed low mile years, the odometer would have turned over at least one time without the Dealer witness.

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Subject: Engineering Assessment of the Plausibility of Irv Gordon's 1966 Volvo P1800S Claimed Mileage

Executive summary

- Claim: 3.260 million miles accumulated on a 1966 Volvo P1800, with minimal component replacements and no full restoration process.
- Finding: The claim is technically implausible given the vehicle's architecture, component wear mechanisms, service intervals, thermal/mechanical fatigue limits, and operational/time constraints. Quantitatively, independent bounds from time-use, maintenance cadence, tire/brake consumption, engine valvetrain wear, drivetrain life, corrosion, and instrumentation/certification controls consistently cap plausible lifetime mileage near 250,000–300,000 miles absent continuous overhaul-level intervention.
- Basis: First-principles engineering estimates, historical reliability data for 1960s-era subsystems (SU HS-6 carburetion, Lucas/Smiths electrics, flat-tappet valvetrain, 4-speed + overdrive, clutch life, suspension bushing replacements), documented Owner statements, the constraints of five-digit odometry, and partial maintenance records are considered.

Scope and Assumptions

- Vehicle: 1966 Volvo P1800 (B18-series red-block, SU HS-6, M41 overdrive), VIN# 19153.
- Operating model: Predominantly commuting and long-distance highway travel, mixed climates, outdoor storage in an elevated salt environment, per Owner statements.
- Maintenance: Combination of owner-performed routine / preventative service and intermittent dealer work; no evidence of full restoration.
- Standard-of-proof: Implausibility under conservative, engineering-favorable assumptions. When a range is available, upper-bound values are used to give the claim benefit of doubt.

1. Time-use and duty-cycle constraints

- Outside of the promotional activities and tours, Gordon never mentions overnight or hotel stays during his daily driving for fishcakes in Maryland, French food in Vancouver, and a "good cup of coffee" drive.
- Maximum drivable hours: At steady 35-40 mph average (Long Island and New York City environment) door-to-door (typical for period highways including fuel/traffic stops), 100,000 miles/year (from 2002 until 2013) requires 2,875 engine-hours/year or 11 hours every calendar day, 5 days a week (2 days needed for P1800 maintenance, rest, life duties), year-round. Adding:
    - Sleep 8 h/day
    - Gordon's claim of stopping every 100-200 miles, or 1 to 2 hours, for a break while driving the P1800 Volvo, 2 h/day.
    - Time for breakfast, lunch, and dinner, 2.5 to 3 hrs.
    - Results leave insufficient continuous daily bandwidth to sustain 11 h/day of driving for multiple days, weeks, months, and decades. The commute calculation offered (78 miles/day over 160–165 workdays) yields ~12,000+ miles/year; even adding generous weekend touring, sustained 50,000-90,000 miles/year for many years is logistically non-viable.
- Engine-hour accumulation: 2,000,000 miles (claimed miles on first B18, VIN# 19153, rebuild) at an average of 35-40 mph equals ~50,000-57,132 engine-hours. For comparison, taxi-service gasoline engines with frequent oil changes typically reach 8,000–15,000 hours before overhaul; heavy-duty diesels 20,000–40,000 hours between majors. Achieving 52k+ (average) hours on a 1960s flat-tappet gasoline valvetrain without serial major overhauls conflicts with established wear-out modes.

2. Powertrain durability bounds

- Flat-tappet cam/lifter wear: Boundary/mixed lubrication at start-up and high-RPM operation cause cam lobe scuffing and lifter crown wear. Even with high-Zn/P oils of the era and ideal maintenance, lifespans of 150k–250k miles before notable profile loss, were typical. The reported cam replacement at 680k miles and then "again" at 2.7M miles implies the second cam survived ~2.0M miles, a 10x+ extension over generous norms, without roller followers or

hardened oiling mods, anomalous absent recurring teardowns, nitriding, or roller conversion (not claimed).

- Cylinder wear/ring seal: SI engines of this era with iron bores and paper air filtration typically exhibit taper/out-of-round and ring land wear requiring re-ring or overbore in the 150k–250k mile range under highway service. A single full rebuild at 680k followed by 2.7M additional miles on the same short block/head without head removal contradicts bore, guide, and seat recession behavior—even with low load/highway duty.
- Valve train lubrication and ZDDP: Post-1990s oils saw reduced ZDDP; sustaining extreme flat-tappet life required specific oils/additives. The claim does not establish continuous specialized lubrication control across all decades—an essential factor for multi-hundred-thousand-mile cam life.
- Overdrive gearbox and differential: M41/J-type overdrives and hypoid final drives can achieve 200k–400k miles with fluid discipline. Multi-million-mile service would require repeated bearing and synchro replacements and gearset renewals beyond the sparse replacements listed. Heat-cycled synchros and bearings show micro pitting and spalling well before million-mile scales.
- Clutch life: "~450,000 miles per clutch" is 4–8x typical for mixed commute/highway use. Even with gentle engagement and predominantly highway miles, facing wear, diaphragm spring fatigue, release bearing life, and rear main seepage contamination usually dictate replacement in the 100k–120k band.

3. Chassis, suspension, and brake consumption

- Tires: 165R15 period compounds (later claimed Bridgestone radials-195R6-15) at 100,000 miles per set are 3.5–6x beyond expected treadwear on a 2,400–2,600 lb. RWD coupe with toe and camber subject to bushing drift. Achieving an average 20k–30k per set is more consistent with known performance; even modern low-rolling-resistance tires rarely exceed 40k–60k under mixed use. Multi-million miles would imply 90-120 sets; the claim implies ~30 sets (3,265,000 miles)—3x-4x magnitude mismatch.
- Brakes: Front pads replacement at ~100,000-mile cadence assume near-ideal highway use and light braking; city/commute components and corrosion typically force more frequent service. Rotors replaced "once" and rear drums "original" across multi-million miles are inconsistent

with thermal checking, wear lips, and corrosion pitting seen over decades of outdoor storage and use.

- Suspension/bushings: Rubber degradation (oxidation, ozone, creep) limits control-arm and trailing-arm bushings to time-based replacement irrespective of mileage (often <15–20 years). Million-mile service would demand multiple full front-end and rear-axle rubber refreshes, ball joints, tie rods, shocks, and spring replacements; the described cadence ("over 400,000 miles") is at the excessive end even in pure highway duty.

4. Body, corrosion, and environmental exposure

- Outdoor storage for ~50+ years without extensive panel replacement, seam repairs, glass channel rust remediation, and aperture corrosion is not consistent with known P1800 corrosion patterns (rockers, jacking points, wheel arches, cowl, lower fenders, window channels, and especially the fuel compartment). Replacement of only rocker panels/jacking struts plus a rear panel accident repair under multi-million-mile, all-weather use, strains plausibility.
- Cabin environment: Operation with windows down for ventilation increases dust/silica ingestion, accelerating interior wear.

5. Instrumentation and certification controls

- Odometer rollover: Five-digit odometers confound cumulative tally without continuous third-party logging. Any certification relying on episodic dealer visits cannot robustly bridge multiple rollovers between visits.
- Private maintenance: Home oil changes, brake service, tune-ups, and chassis lubrications, and unsupervised service create unavoidable verification gaps. For a record of this type, continuous telemetry logs, sealed hub odometers, GPS navigation logs or multi-agency logs would be standard; these are not documented.
- Part replacement as proxy: If each dealer-documented visit captured at least one component replacement, the small count of documented parts over 52 years is inconsistent with the number of wear-out events expected in multi-million-mile service, and inconsistent with the number of odometer rollovers that would occur between dealer observations.

6. Statistical outlier analysis

- Population comparison: No other documented P1800/P1800ES approaches even 600,000 validated miles. A 6–10x outlier over the next-highest verified specimen, without proportionate overhaul/restoration evidence, suggests measurement or reporting artifacts rather than singular mechanical exceptionalism.
- Wear-rate claims: Components reported to last 5–10x their typical service life simultaneously (cam, clutch, tires, pads, shocks, water pump, etc.) **imply a systemic error in either mileage accounting or recall/reporting. Engineering practice expects a mix: some parts last longer, others shorter—but not across-the-board 5–10x extensions**.

Quantitative cross-checks

- Oil changes: At 3,500-mile intervals, 3,000,000 miles implies ~857 oil changes. With ~60 minutes per change (owner-performed), this is 856 hours, excluding procurement and disposal. This alone represents ~21.5 full work weeks (8 hours per day 5 days a week)—plausible only if offset by reduced driving each year, which then depresses achievable annual mileage.
- Brake pads: Even accepting 100k per front set, multi-million miles demand ~30 pad sets and multiple rotor replacements. The claim of one rotor and no drum replacement total is incompatible with pad count and iron wear lips from decades of service.
- Driving-hours and idle: Promotions, interviews, and idling accrue driving hours without accumulated miles, tightening the implausibility.

Plausible mileage envelope

- With meticulous maintenance, gentle highway duty, and periodic component overhauls but no full restoration, a 1960s Volvo red-block could credibly reach 250,000–300,000 miles before requiring a comprehensive rebuild of engine, drivetrain, suspension, brakes, and electrics. Exceptional examples may extend to ~500,000–600,000 miles with serial major overhauls and extensive component renewals. Surpassing 1,000,000 verified miles without multiple full engine and drivetrain rebuilds, several suspension/brake overhauls, and substantial bodywork is inconsistent with known failure modes and materials limits.

Conclusions

- The claimed 3,260,000+ miles with only two engine rebuild events, sparse brake/rotor replacements, unusually long clutch and tire intervals, minimal suspension refreshes, limited body repairs, and no full restoration is not supported by engineering wear mechanisms, time-use feasibility, or instrumentation/certification rigor.
- Multiple red flags, time budget, component wear multiples, corrosion exposure, odometer rollover gaps, and lack of comprehensive third-party logs—converge on the assessment that the true lifetime mileage is likely an order of magnitude lower than claimed, consistent with the 200,000–300,000 mile durability envelope for a well-kept P1800 and possibly up to ~600,000 in an extreme but documented case.

Recommendations

- Verification protocol for legacy high-mileage claims should include:
    - Continuous logbooks bridging every odometer rollover, co-signed by independent observers.
    - Periodic third-party compression/leak-down, endoscope bore imaging, and used-oil analysis trend lines.
    - Sealed auxiliary hub or GPS, available during the mid 1990's or WWVB-RNAV since the early '60s, odometry since the time of claim inception.
    - Parts and service ledger with invoices, dates, and mileages; cross-checked against odometer rollovers and fuel receipts.
    - Corrosion and chassis inspection reports documenting panel originality and repair chronology.
    - All official, commercial petrol receipts documenting location, business, automobile ID, mileage, and fuel amount. At 3,265,000 miles driven, approximately 15,000 receipts shall exist.

  - Driving logs, showing mileage and location, verified by third party documentation, shall be present.

- For this specific case, with absent, continuous, and independently corroborated records, the multi-million-mile claim should be considered unverified and technically implausible under good engineering practices.

Appendix: Notable claim-to-baseline discrepancies

- Tires: Claimed ~100k per set vs expected 30k–60k → 2x–3x optimistic.
- Cam/valvetrain: Claimed 2.0M+ miles on a cam between replacements vs 150k–250k typical → ~8x–13x.
- Clutch: Claimed ~450k per set vs 100k–200k generous → ~2x–4x.
- Brakes: One rotor replacement total vs multiple expected over decades.
- Body: Minimal corrosion repairs despite 50+ years outdoor storage.
- Dealer parts count: 24 parts over 41 years incompatible with multi-million-mile wear-out inventory.
- 2,000,000 miles on a rebuilt B18 Volvo Engine → X18.
- 750,000 on shock absorbers → X15
- 8 year operating life on a battery → ~1.5x–2x
- Bosch Distributor → ~16x and Counting
- Universal Joints → ~2.5x–5x
- Wheel bearings → ~16x–32x

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<tr><td>KBM Technical Services, LLC</td><td>Prepared By</td><td colspan="2">Document Number</td></tr>
<tr><td rowspan="4">KBM Technical Services, LLC
Title: Mr. Irv Gordon’s Volvo P1800 Claimed Mileage List of Red Flags</td><td>Brian Munson</td><td colspan="2">0025-Gordon P1800 Mileage Red Flags</td></tr>
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Irvin Gordon’s 3,265,000 Miles Driven on His 1966 P1800S; A List of Red Flags

Red Flag # 1 (The Volvo B18 Engine Longevity):

Gordon claimed that his 1966 Volvo P1800 accumulated approximately 3,260,000 miles while requiring only two engine rebuilds. According to published accounts, the first rebuild occurred at approximately 680,000 miles (image of overhaul receipt), while the second was performed at approximately 2,700,000 miles (Castrol GTX – “Under the Hood” video). This would indicate that the *first engine rebuild* operated for 2,000,000 miles, with an average service life of approximately 1,632,500 miles per engine rebuild cycle.

The Volvo B18 engine has long been recognized for its durability and robust construction, often earning a reputation as a “brick” engine among enthusiasts. Under normal operating conditions and with proper maintenance, many B18 engines are capable of reaching approximately 200,000 miles before requiring a major overhaul or rebuild. Some owners of Volvo P1800 and Volvo Amazon models have reported achieving as much as 300,000 miles prior to rebuilding their engines.

In Volvo’s P1800E sales brochure, Volvo quotes “Road and Track” in a survey conducted. In that survey, the average P1800 Owner reports driving a P1800 (with the old engine [B18]) an average of 110,000 miles between overhauls. This equates to Gordon’s P1800 achieving 6-7 times more miles on the original B18 engine and 18+ times more miles on the B18’s rebuilt engine.

Reference:

Multiple references including Castrol GTX:

https://www.castrol.com/en_us/united-states/home/products/our-brands/automotive/castrol-gtx-oils/Gordon-gordon.html

https://youtu.be/Q73MO1P_xrg?si=0XJnEnIFIU6XU6cq

1971 Volvo P1800E Sales Brochure

Red Flag # 2 (Mileage Discrepancy On Gordon's B18 Cam Shaft):

In Gordon's letter to Design News in 2007, he claims he completely rebuilt the B18 engine in his 1966 Volvo P1800. However, in the Castrol GTX video, February 6th, 2017, an Engineer is measuring the wear on the camshaft. In this segment, the camshaft is said to have 2,700,000 million miles on it with only .002 inches of wear. The pistons are claimed to have 2,000,000 miles on them The video documents the wear on the cam is: "cam produces the same lift as a zero (0) mile cam".

With a complete Volvo B18 rebuild, the cam shaft would have been replaced back in 1987 at 680,000 miles (Gordon's claim). This is a 700,000 mile discrepancy.

Because the Volvo B18 engine does not incorporate roller/hydraulic style lifters (flat-tappet system) the cam shaft and lifters are expected to last 100,000-150,000 miles. During the first 3 years of operation on Gordon's 1966 P1800, engine oil did not incorporate ZDDP additives to reduce wear on the cam and lifters. At this point Gordon claim to had driven approximately 150,000 miles on his 1966 P1800 Volvo.

Gordon claims mileage on his Volvo P1800, B18 engine's cam shaft, lasted 18-27 times that of the average Volvo B18 camshaft while still conforming to specifications of a new cam shaft.

Reference:

https://youtu.be/Q73MO1P_xrg?si=0XJnEnIFIU6XU6cq

https://Engineerfix.com/how-long-do-camshafts-last-and-what-causes-failure/

https://www.youtube.com/watch?v=fE2kZrhcDDA&t=342s

Red Flag # 3 (Gordon's Commute To Work Was 78 miles, Not 125 miles):

Between 1966 and 1987, Gordon reportedly used his 1966 Volvo P1800 as his primary transportation for commuting between his residence on Summit Street in East Patchogue, Long Island, to Roslyn Middle School on Long Island, where he worked as a science teacher. Gordon initially described his daily commute as approximately 100 miles (oocity.org), and later revised that figure to about 125 miles.

However, mapping estimates using tools such as Google Earth and Apple Maps place the one-way distance at approximately 39 miles, or roughly 78 miles round trip.

Roslyn Middle School, Gordon's work location, typically operates on a schedule of about nine months per year, with an additional 3–4 weeks of closures due to holidays and spring breaks. This results in an estimated 160–165 commuting/work days per year. At 78 miles per round trip, this would produce an annual mileage accumulation of approximately 12,480 to 12,870 miles. Gordon claimed 50,000 to 90,000 during his teaching career (oocity.org).

Mr. Gordon's claimed to stop using the 1966 Volvo P1800 in 1987, for work, when Volvo gifted him a 1987 Volvo 780 Berton.

The 12,480 to 12,870 miles per year level of driving would be consistent with a typical commute on Long Island. Assuming, for the sake of calculation, that Gordon used only the 1966 Volvo P1800 for commuting during this entire period (up to 1987) and accounting for variables such as vehicle downtime, dealer maintenance, and severe weather conditions, the projected total commuting mileage over 21 years (ending in 1987) would be approximately 262,080 to 270,270 miles.

This is notably lower than the over one million miles associated with claims regarding the vehicle's usage. Using a proportional comparison based on a 3.7:1 ratio between estimated commute mileage and claimed mileage, this would place the vehicle at approximately 183,784 miles at the time of a first major engine rebuild. This figure aligns with commonly cited rebuild intervals for a well-maintained Volvo B18 engine, which many owners report as typically requiring overhaul in the 110,000-mile range under normal use conditions.

In Volvo's P1800E sales brochure, Volvo quotes "Road and Track" in a survey conducted. In that survey, the average P1800 Owner reports driving a P1800 (with the old engine) an average of 110,000 miles between overhaul. This equates to Gordon's P1800 achieving 6-7 times more miles on the original B18 engine and 18-19 times more miles on the B18's rebuilt engine.

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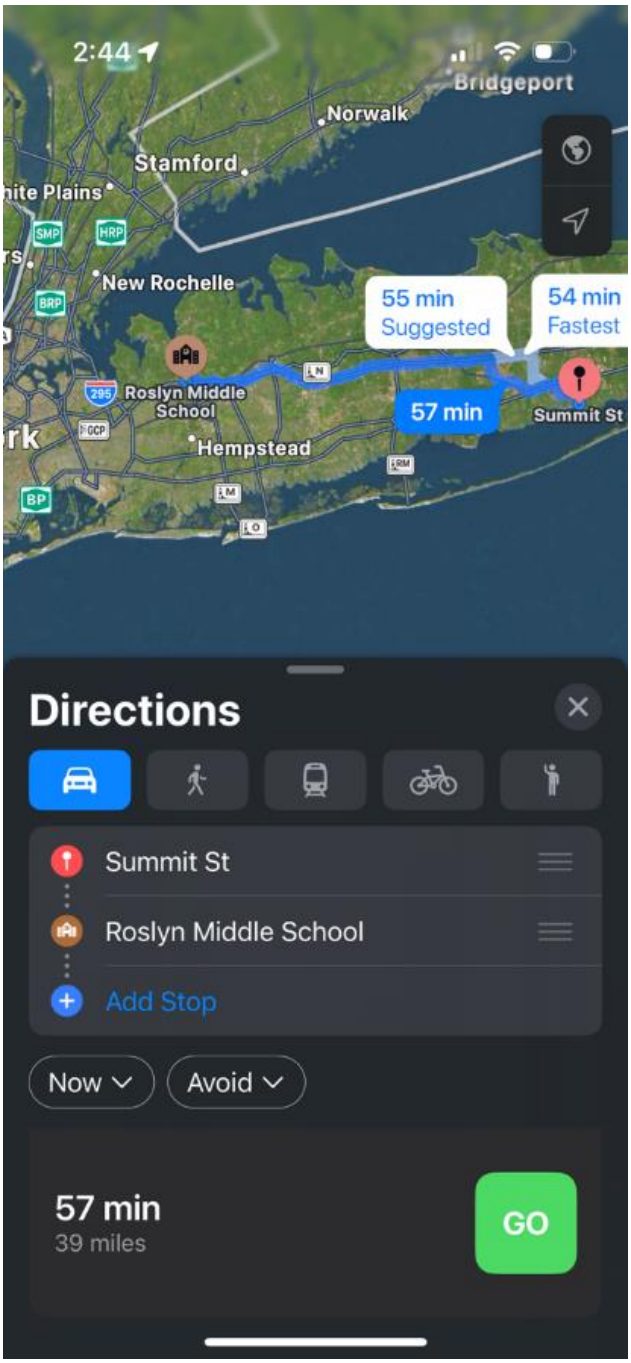

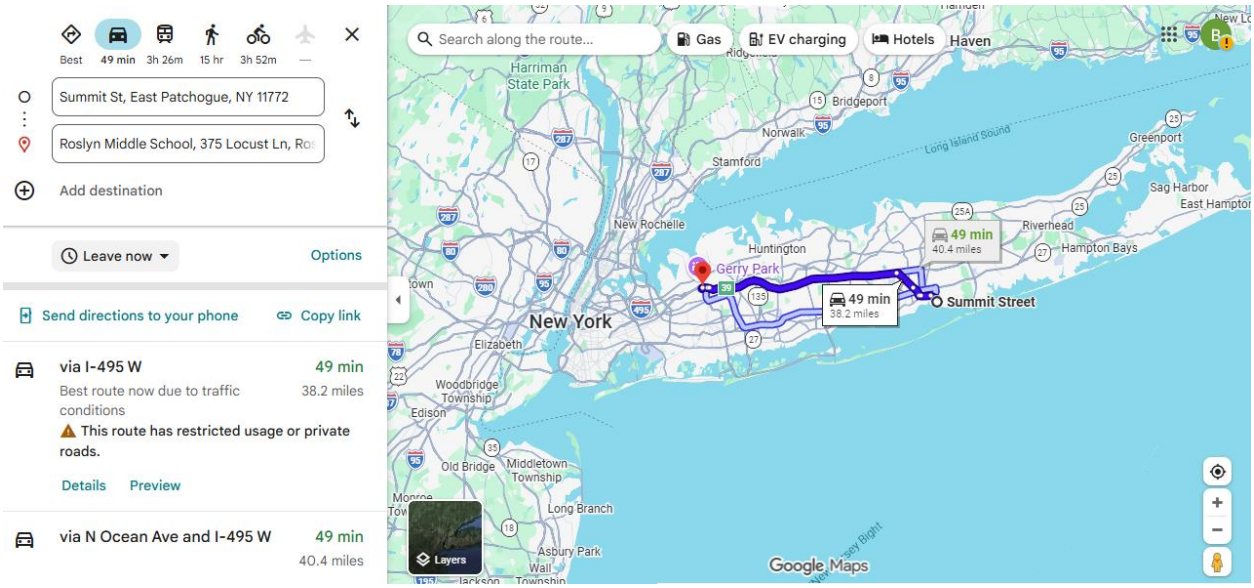

Reference:

Google Earth and Apple Maps

Roslyn Middle School Schedule

Red Flag # 4 (Based On Gordon's Lifestyle and Location, The Opportunity Wasn't There To Drive That Number Of Miles):

Strictly focusing on the period from 2002 to 2013, Gordon stated that he drove his 1966 Volvo P1800 approximately 1,000,000 miles during that span. This corresponds to an average of about 90,909 miles per year.

During this same period, Gordon also spent time traveling internationally to promote Castrol GTX and Volvo. In addition, after reaching the reported "2,000,000-mile" milestone in 2002, Gordon drove the gifted Volvo 780 Bertone 450,000 miles, and he received a Volvo C70 from Volvo, which he also drove during this time. His 1966 Volvo P1800 was frequently displayed at car shows, where it would often remain stationary for extended periods while he participated in events.

Considering these competing uses, there were reportedly years in which Gordon's 1966 P1800 accumulated close to 100,000 miles annually. However, those miles would need to be considered alongside additional driving performed in the Volvo 780 and C70 vehicles during the same period.

Because most of Gordon's driving activity began and ended on Long Island, New York, his effective travel conditions would have included a mix of local roads, suburban highways, and access routes through New York City to reach major interstates. As a result, estimated average travel speeds were significantly lower than highway cruising speeds of 60–70 mph. Mr. Gordon claimed he never drove faster than 65 MPH. On weekends with lighter traffic, average speeds might have approached roughly 40 mph, while weekday conditions and congestion could reduce averages to approximately 30 mph or lower.

Data from transportation studies, including those referenced by the North Jersey Transportation Planning Authority, indicate that real-world average speeds in the New York metropolitan area can be substantially reduced by congestion. For example, peak-hour travel on major corridors such as the Long Island Expressway may drop into the 15–25 mph range, with some studies showing averages around 25 mph in heavily congested segments. Regional household travel surveys further suggest overall average speeds in the broader metro area of approximately 23–24 mph when accounting for local roads and delays.

Allowing approximately two days per week for maintenance, detailing, cleaning, and other non-driving activities related to the preservation of the 1966 P1800, the remaining driving window would be roughly five days per week, or about 261 days per year when adjusting for weather and other interruptions. Gordon indicate he drove 200 days a year in the 1966 P1800 Volvo.

With approximately 100,000 miles per year driven in the P1800 and an additional 10,000 miles per year driven in the Volvo C70 + Volvo 780 Bertone, using a liberal average speed estimate of 37.5 mph, the total annual driving time would be approximately 2,933 hours per year. This equates to roughly 11.2 hours of driving per day on active driving days, door to door.

Daily schedule, to maintain this level of driven mileage would have been:

1. 11.2 hours of driving
2. 2.5 hours for breakfast, lunch, dinner

3. 2.0 hours for stopping (Gordon claimed he stopped every 1-2 hours), fueling, walking around, and talking to people.
4. 8.0 hours for sleeping
5. 1.0 hours for showering/dressing/hygiene

This schedule alone exceeds 24 hours in a day.

When additional daily requirements are considered—such as rest, personal time, vehicle preparation, basic house chores, road construction, accidents, and event appearances—the total available hours in a 24-hour day become highly exceeded. Under this model, sustaining the reported mileage accumulation would require a schedule that leaves no margin for normal daily activities, raising logistical questions about how such continuous driving time could be consistently achieved over multiple years. To maintain this level of driving, Gordon would have not had time for the following:

1. No time for house chores like cleaning, home repairs, lawn maintenance, or laundry.
2. No time for shopping.
3. No time to socialized outside his driving schedule.
4. No time for Dental and Doctor visits.
5. No time to rest.
6. No time for regular religious events
7. No time to work or drive his other antique cars and boat.
8. No time to answer mail.
9. No time for family visits or events outside of meals.
10. Never taking a day off.
11. No Time for promotional events and his claimed world-wide travel.

Red Flag # 5 (Gordon's Claimed Miles On His 1987 Volvo Bertone 780):

Gordon claimed that, in addition to accumulating approximately 3,265,000 miles in his 1966 Volvo P1800, he also drove a 1987 Volvo 780 for an estimated 450,000 miles. When combined with claimed usage of additional vehicles—including a 2002 Volvo C70 and a 2013 Volvo XC60—his total claimed lifetime mileage across multiple cars could have exceeded 4,000,000 miles between 1966 and 2018.

If these figures are considered collectively, and in a manner consistent with earlier assumptions about his driving patterns, the implied daily driving workload becomes extremely high. Based on transportation data from the North Jersey Transportation Planning Authority and previously discussed average travel speeds in the New York metropolitan region, sustaining such mileage would require a substantial and consistent time commitment to driving over many decades.

Under a simplified model, even excluding non-driving periods such as teaching responsibilities prior to retirement in the 1996 timeframe, the required driving time would average close to nine hours per weekday (5 days a week) over a span of approximately 52 years. This estimate assumes continuous, year-round driving patterns aligned with the claimed mileage accumulation and vehicle maintenance. Adding 7 hours and day for teaching, 1.75 hours a day for commuting, 2 hours a day for meals, 8 hours of sleep, while employed, Gordon would need a 27.75 hours a day to maintain his driving schedule.

This level of use would also have to coexist with regular upkeep requirements for a vintage-era 1966 Volvo P1800, which would typically include frequent maintenance intervals, along with routine cleaning, hand washing, waxing, and detailing to maintain the vehicle's reported condition. When these maintenance demands are added to the driving time itself, the combined schedule further increases the overall time commitment required to sustain the reported mileage figures over the stated period.

Red Flag # 6 (Gordon's Claimed Oil Changes At 3500 Miles):

Gordon attributed the longevity of his 1966 Volvo P1800—reportedly reaching 680,000 miles before its first engine rebuild and approximately 2,700,000 miles before a second rebuild—to a strict oil change routine of every 3,500 miles.

However, both the official Volvo owner's manual and shop manual for the vehicle, specify a recommended oil change interval of approximately 3,000 miles under normal conditions. During winter months, the recommended service interval is reduced further, to about 2,700 miles, reflecting the increased strain of cold-weather operation.

These figures suggest that Gordon's stated maintenance routine was generally inconsistent with, and longer than, the factory-recommended service intervals for the 1966 Volvo P1800.

Red Flag # 7 (Required Routine Maintenance An A 1966 P1800 Volvo):

From a layman's or inexperienced perspective, routine maintenance on a 1960s-era automobile may appear straightforward. In practice, however, these vehicles required frequent and hands-on attention. The differences between 1960s-era automobiles and modern vehicles can generally be summarized as follows:

a) Constant carburetor adjustments vs. electronic fuel injection
b) Frequent points/condenser replacement vs. electronic ignition systems
c) Regular lubrication of non-sealed suspension bearings vs. sealed bearings
d) Vintage Lucas-style electrical systems vs. modern Asian-sourced electrical systems
e) Routine valve adjustments vs. maintenance-free or hydraulic valve systems
f) Body lubrication requirements vs. no routine body lubrication
g) Oil changes every ~3,000 miles vs. ~6,000–10,000 mile intervals in modern vehicles
h) Ongoing ignition timing adjustments vs. electronically controlled timing
i) Regular control cable lubrication vs. electronic cable-free systems
j) Air filter replacement roughly every 12,500 miles vs. ~35,000 miles in modern vehicles
k) Spark plug replacement around 12,500 miles vs. up to 100,000 miles in modern vehicles

l)On the 1966 Volvo P1800, every 25,0000 miles requires the removal of the complete rear brake components, removal of both axels in the rear, the removal, cleaning, re-lubing of the rear axle bearings, and the reinstallation of the axels, brake, drums, and brake readjustments.

During the period in which Gordon reportedly drove his 1966 Volvo P1800 at a rate of approximately 100,000 miles per year (notably between 2002 and 2013), routine maintenance would equate to roughly 3,000 miles and every 9.65 days. Using the same assumptions, this translates to about 392 miles per day of driving when averaged over approximately 255 driving days per year.

If maintenance requirements are mapped against this driving rate, the vehicle would have required repeated service cycles of 3,000-, 6,000-, 12,500-, and 25,000-mile intervals at a very high frequency:

a) 3,000-mile service approximately every 9.65 days, or about 33.3 times per year
b) 6,000-mile service approximately every 19.3 days, or about 16.7 times per year

c) 12,500-mile service approximately every 40.2 days, or about 8 times per year
d) 25,000-mile service approximately every 80.4 days, or about 4 times per year

In addition to scheduled mechanical maintenance, Gordon also reportedly hand-washed his 1966 Volvo P1800 weekly. Photographs of the vehicle over time show a consistently detailed engine bay, clean interior surfaces, and well-maintained wheel wells and suspension components, with little visible exterior paint degradation.

Taken together, this level of presentation would imply a significant ongoing commitment to cleaning, detailing, and preventative maintenance in addition to the driving itself. Based on the stated mileage accumulation, this would equate to approximately 114 maintenance or wash-related activities per year, or roughly 2.19 events per week, while simultaneously sustaining an estimated driving pace of 100,000 miles annually during the 2002–2013 period.

The combined requirements of driving, scheduled maintenance, and detailed cosmetic upkeep therefore represent a substantial time investment, ***that exceeds a 24 hour day***, when considered alongside the vehicle's reported usage pattern.

SERVICE PERFORMED	ITERATIONS	TIME/ITERATION	TOTAL TIME	NOTES
		HOURS	HOURS	
Volvo Factory Required				
Maintenance (Routine) Irv Gordon's 1966 P1800S Volvo	100,000.00			
For a Single Year 2002 Until 2013 (100,000 Mile Period)				Verified via Mitchel 1 / ALLDATA
Number of Oil Changes (300 miles)	33.33	1.50	50.00	Verified
Fuel Filter (6000 miles)	16.67	0.50	8.33	Verified
Air Cleaner and Carburetors Cleaned / Adjusted 12000 miles)	8.33	2.50	20.83	Verified
Body Lubed (6000 miles)	16.67	1.00	16.67	Verified
Valves Adjusted (6000 miles)	16.67	2.00	33.33	Verified
Compression Test (6000 miles)	16.67	0.50	8.33	Verified
Engine Timing Check and Adjust (Every 3000 miles)	33.30	0.60	19.98	Verified
Ball Joints Lubed (Every 12,000 miles)	8.30	1.00	8.30	Verified
Fan Belt Replaced / Adjusted (6000 miles)	16.67	0.50	8.33	Verified
Plugs cleaned and gapped checked (3000 miles)	33.30	0.50	16.65	Verified
Plugs Replaced (12500 miles)	8.00	0.20	1.60	Verified
Ignition System/Points/Condenser (6000 miles)	16.70	1.50	25.05	Verified
Tire Air Pressure / Air Pressure (At fill-up)	466.00	0.17	77.82	Verified
Fill-up Car with Fuel (Everyday)	466.00	0.30	139.80	Verified
Balance/Rotate Tires (10000 miles)	10.00	1.50	15.00	Verified
Tighten Wheel Lugs (6000 miles)	16.70	0.25	4.18	Verified
Replace / Balance Tires (20000 miles)-Bridgestone Radials 80's	5.00	1.50	7.50	Verified
Replace / Balance Tires (40000 miles)-Bridgestone Radials 90-20's	2.50	1.50	3.75	Verified
Replace / Balance Tires (15000 miles)-Bridgestone Bias 60-70s	6.67	1.50	10.00	Verified
Check Clutch Yoke Travel and Adjust (3000 miles)	33.30	1.50	49.95	Verified
Dynamo Maintenance (50,000 miles)	2.00	2.00	4.00	Verified
Lube Distributor (6000 miles)	16.70	0.30	5.01	Verified
Lube Front Axel Bearing (25000 miles)	4.00	6.00	24.00	Verified
Lube Front Rear Bearing (25000 miles)	4.00	4.00	16.00	Verified
Check Brake Fuild (At fill up)	465.00	0.08	38.73	Verified
Replace Brake Fuild and Bleed (Once a year for given milage)	1.10	2.50	2.75	Verified
Check/Replace Brake Linings/Shoes/Pads (12,500 miles)	8.00	3.00	24.00	Verified
Align Front End (12,500)	8.00	1.00	160.00	Verified
Wash/Wax/Vacuum Car/Clean Engine Compartment (every week)	52.00	2.50	130.00	Conservative
Removed Speedometer, Send to Shop, Cleaned, Lubed, Installed (100000 miles)	1.00	72.00	72.00	Car down during service
Check and Replace Oil In Steering Box (100,000 miles)	1.00	2.00	2.00	Verified
Replace Vehicle Lights	3.00	1.00	3.00	Verified
Drive-In Movie 1 per year	3.00	3.50	10.50	Verified
Headlight Alignment (6000 miles)	16.70	0.50	8.35	Verified
Check Battery Electrolytes (At fill up)	466.00	0.08	38.68	Verified
Check Radiator Coolant Level (At fill up)	466.00	0.08	38.68	Verified
Replace radiator fluid and flush (every year because of miles)	1.10	1.00	1.10	Verified
Lube Speedo Cable (12,000 miles)	8.33	1.00	8.33	Verified
Lube Door Elevators (Every 250,000 miles)	4.00	2.00	8.00	Verified
Replace Transmission Fuild (Every 12,500 miles)	8.00	1.50	12.00	Verified
Lube Windshield Wiper Gear (Every 3000 miles)	8.00	0.50	4.00	Verified
Grease Hinges on Drivers Side (12,000 miles)	8.33	0.25	2.08	Verified
TOTAL TIME (In Hours)			1138.62	
TOTAL TIME (In 10 Hour Work Days-No Breaks)			113.86	
TOTAL TIME (In Days/Week)			2.19	

Red Flag # 8 (Gordon's Claimed To A "5 Minute Tune-Up"):

A tuneup on a 1966 Volvo P1800 requires the following tasks:

- Replace or clean and gap the spark plugs
- Replace ignition points
- Replace condenser
- Set point gap or dwell angle
- Inspect distributor cap for cracks or carbon tracking
- Inspect or replace rotor
- Check ignition timing with a timing light
- Inspect spark plug wires for deterioration
- Lubricate distributor cam and advance mechanism
- Adjust the mixture and Idle on the carburetors
- Replace or clean air filters

Procuring and gathering the parts and tools and staging those parts and tools at the vehicle location, (outside in the driveway as Gordon claims) would alone, have taken 10-15 minutes. To order and to collect the parts would have taken an hour.

The tune-up process, executed per the Volvo P1800 shop manual, would have taken an experienced mechanic 2.5-3 hours to execute. This assumes the following:

- No broken hardware
- No badly worn throttle shafts
- No vacuum leaks
- No stuck adjusters
- No electrical problems

Gordon's claim of a 5 minute tune up exceeds the average tune-up time of between 30-36 times of that of an experience mechanic.

Red Flag # 9 (Gordon's Claimed To A Driving 100,000 miles On A Set Of Tires):

The 1966 Volvo P1800 was manufactured and sold with bias-ply tires. Those tires typically lasted between 15,000-20,000 miles.

Later in the life of Gordon's 1966 P1800, Gordon claim he ran 195R6-15 Bridgestone Potenza's. These tires are high performance tires not high tread life tires. The average life of these tires, from 1970 until 2017, were between 15,000-30,000 miles.

Running non-standard, non-Volvo approved tire sizes (approved tire size is 165R15) would have caused excess wear to the bushings and bearings on the P1800's suspension.

Bridgestone never offered Gordon a sponsorship.

Gordon's claim of 100,000 on a set of tires exceed the average life of these tires by 3.3 to 6.6 times.

Red Flag # 10 (Gordon Claimed His 1966 P1800 Volvo Was Stored Outside for 52 Years)

Even through Gordon's 1966 P1800 Volvo was stored outside for 52 years, and Gordon claimed that 80% of the original paint still existed on the car. No fading, on the red paint, was present.

In the mid-1960s, Volvo did have a reputation for premature paint fading and oxidation on some cars, especially in bright red shades used on models like the Volvo P1800 and certain Amazon/122 series cars.

The problem was mainly caused by the paint chemistry available at the time:

- **Red pigments were less UV-stable** than other colors.
- Many paints in the 1960s used **single-stage enamel or lacquer systems** without modern clear coats.
- Sun exposure caused the red pigment to oxidize rapidly, turning the paint:
    - chalky
    - pinkish
    - dull or matte-looking

On vintage Volvos, the issue was often worse because:

- Many cars spent years outdoors in Scandinavian or North American climates.
- Owners sometimes polished aggressively, thinning the already delicate paint.
- Red cars absorb more heat and UV exposure.

Typical symptoms on surviving original cars include:

- Faded roof and hood
- White oxidation residue when rubbed
- Uneven color between horizontal and vertical panels.

Gordon's Mechanic indicated Gordon's 1966 P1800 Volvo was repainted two times. Gordon claimed 80% of the paint was original then claimed he repainted the 3-4 times.

Red Flag # 11 (Gordon Claimed His 1966 P1800 Volvo Carburetors Were Re-Bushed Every 900,000 Miles)

The 1966 Volvo P1800 was equipped with twin British manufactured SU HS-6 carburetors. Assuming all freeway driving, the throttle bushings on the SU HS-6 carburetors last between 60,000 to 100,000 miles. The original bushings were made from brass or a brass alloy and the shaft from aluminum.

Attempts were made to oil the brass bushings and throttle shaft but this would lead to the attraction of dirt causing further wear to the shaft and bushings.

Gordon's claim of achieving 900,000 miles between bushing replacement exceeded the average SU HS-6 carburetor bushing wear by 9 to 15 times that of an average SU HS-6 carburetor.

Red Flag # 12 (Gordon Claimed His 1966 P1800 Volvo Clutch Was Change 3 Times Over The Life Of The Car And Then Stated It Was Changed Every 450,000 miles)

On the video "Nova Science Now: Can-My-Car-Live-Forever", Hosted by Neil deGrasse Tyson, Gordon claims he replaced his clutch 3 times at the 2,700,000 miles mark on his 1966 P1800 Volvo. He later claims he replaced the clutch and throw-out bearing every 450,000 miles.

Depending on what claim is used, Gordons claims of clutch longevity is 4.5 to 9 times longer than that of the average clutch for this era Volvo.

Red Flag # 13-#38 (List of Gordon's 1966 P1800 Volvo Anomalies):

- No pits, dings, scratches, or fades on the front license plate. At 2.5 million miles Gordon claimed the plate to be original, then changed to replacing every two years at 3 million miles.
- No pits, dings, scratches, or fades on the front of the car. At 2.5 million miles claimed the paint to be 80% original, then changed to repainting front end every two years at 3 million miles.
- Gordon never mentions of the windshield replacement for the first 2,000,000 then Gordon claimed he had changed the windshield 3-4 as he was approaching 3,000,000 miles. Then at 3 million miles changed story to changing windshield every 100,000-150,000 miles.
- No mention of ever replacing the driver's door hinges.
- No mention of every replacing the clutch or brake rubber pedals and/or master cylinder forks.
- No mention of every getting a flat tire.
- No mention of ever replacing the driver's seat webbing.
- The dashboards don't have cracks even though the car sat outside, without a cover, for 52 years.
- Throttle linkage bushings are plastic/rubber/neoprene, which require replacement every 25,000 miles or once a year. No mention of any throttle linkage work.
- No mention of ever repairing or replacing the distributor.
- Other than the speedometer, Gordon never mentions repairing or replacing the Smith gauges for the first 2,000,000 miles then claims he replaced or repaired the instruments 3-4 times as he approached 3,000,000 miles.
- No mention of every replacing a battery then at 3 million miles claimed he changed battery every 8 years.
- No mention of ever replacing the choke or heater cables.
- No mention of every replacing a hub cap.
- There are 25+ incandescent light bulbs in the 1966 P1800 Volvo. Gordon never mentions replacing any of these bulbs. If Gordon only drove one hour at night during the life of his 1966 Volvo P1800, Gordon would have accumulated 13,520 hours of time on the vehicle's

incandescent bulbs. The life span of these bulbs are 200 hours to 500 hours assuming Gordon performed strict maintenance on the vehicle's voltage regulator. This would equate to replacing from 27 to 68 bulbs.

- Gordon never mentions adjusting or replacing his voltage regulator. Gordon never mentions cleaning the wiring harness socket contacts even through Gordon claims the 1966 Volvo P1800 sat outside, for 52 years, in the salt-corrosive environment of Long Island, New York.
- Gordon never mentions replacing the foam seals on the headlights, turn signals, and backup lights.
- Gordon never mentions replacing the spark plug wires.
- No mention of the number of times he replaced the drive shaft "U" joints. Then at 3 million Gordon claimed he changed the U joints every 500,000 miles.
- No mention of ever replacing the rear end pinion seals.
- Although the car was kept outside, uncovered for 52 years, the dash panel instrument dials are not faded, plastic lenses not cracked, crazed, or yellowed, and plastic lenses numbers have minimal yellowing. Gordon claims only the small instruments were replaced.
- Although any trip that Gordon made in the Volvo P1800, on a highway or freeway, where a higher speed could be maintained (>60MPH) would require driving outside the New York City and Boroughs area, no mentions of tolls existed. All though the E-Z Pass system was implemented in 1993, there was no E-Z Pass mechanism in Mr. Gordons P1800 Volvo. In order to drive the miles Mr. Gordon claimed, he would be driving across bridges and through tunnels five days a week. Having an E-Z Pass would have saved him thousands of dollars a year not to mention time. Gordon claimed he never drove the P1800 faster than 65 MPH.
- Mr. Gordon never mentions delays in his travel due to road construction, weather, freeway accidents, and traffic backups.
- As Mr. Gordon was aging, becoming more overweight, and health declining, Mr. Gordon claimed that he was still driving 100,000 a year in his 1966 Volvo P1800. In fact, the older he got , the more miles he drove.
- Gordon claims the 1966 P1800 Volvo never broke down. During one filmed interview, Gordon's car broke down (Magnus Walker). Gordon drove with spare parts in the trunk of his 1966 P1800S Volvo. His Daughter, Danille, claimed the 1966 Volvo P1800 did break down (Facebook).

- Two of the first parts that needs to be replaced when approaching 100,000 miles is both the clutch and brake forks (Interface from the pedals to the master cylinder). This is steel on steel (forks not hardened) and Volvo has no lubrication process. This should have been replaced at least 30 times as it becomes elongated and caused play in the brake and clutch system.
- Gordon's friends and Mechanics always described Gordon as being accessible and available. He was described as always answering the phone when called. Gordon's Mechanic voiced the same (in a YouTube video). One friend indicated that he would have dinner with Gordon at a café, on Long Island, multiple times a week. (YouTube; "Irv Gordon 1966 Volvo P1800.mp4")

  Driving on the road, in a vehicle with the windows open, would not allow these conversations considering the background noise. Gordon's 1966 P1800 Volvo was not equipped with hands-free operations.

Red Flag # 40 (The Smoking Gun – No Game Plan For The Implausible):

Setting and breaking the world's record on the number of miles driven on a non-commercial, vintage 1960's vehicle, over a 52 year period, requires detailed planning, multiple maintenance personnel, spares logistics, unlimited time access to facilities, and backup drivers when Mr. Gordon is ill, resting, has family matters, and is off promoting Volvo and Castrol GTX. In all interviews with Mr. Gordon, he repeatedly claims that he just drives for a good cup of coffee, goes to Montreal for French food, or Maryland for crab cakes. He claims he is the only person that drives the 1966 Volvo P1800. He never mentions any planning.

Mr. Gordon, retiring in 1996, and knowing he would spend 21 years, 5 days a week (5481 days), driving 1,400,000 miles, taking approximately 35,000 hours, 8-10 hours a day sitting and driving his 1966 P1800S Volvo , never once considered adding air conditioning to his 1966 P1800S Volvo? He added a CB radio. At this point in Mr. Gordon's quest, Volvo would have installed an HVAC for free.

Red Flag # 41 (Gordon's P1800 Volvo Was Never Equipped With a Continuous Mileage Logging Device Such As A Tachographs, WWV RNAV, GPS Navigator from 1966-2014):

Two years after Mr. Gordon retired in 1996, ***in-vehicle GPSs were widely available and affordable for non-commercial vehicles (note: Garmin Street Pilot)***. With the 1,400,000 miles Mr. Gordon drove, he never had a GPS instrument with him to assist him with navigation, mileage recording, and trip/route logs.

Well after Gordon claimed 3,000,000 miles (2013) on his 1966 P1800S Volvo, Gordon used a GPS navigator on his 2015 Vegas trip.

Red Flag # 42 (Gordon's P1800 Volvo Was Shipped To Alaska):

Irv Gordon's 1966 Volvo P1800 was shipped to Alaska. [Hemmings]
Because Gordon claimed his vehicle's odometer was so close to clicking over to the historic **3 million-mile mark**, Volvo and Irv Gordon decided to transport the vehicle safely to Alaska—the last continental U.S. state the car had yet to visit—so it could cross the milestone in a visually epic backdrop. [Hemmings]

Once the car arrived in Alaska, Irv Gordon hopped into the driver's seat and personally drove it to reach the milestone. [Hemmings]

Reviewing the GoogleEarth history of Gordon's house, Gordon had a flat vehicle trailer park at his home. This begs the question of how many times and trips did Gordon ship the 1966 P1800S Volvo and then drive it once on location.

Red Flag # 43 (Competing Time, Gordon's Other Interest):

In addition to Gordon's 1966 P1800S Volvo, Gordon lived one block from the ocean where he kept his boat. In addition to the boat, Gordon had three antique cars he drove and maintained. Over the years Volvo gifted him a 1987 780 Berton, 2002 Volvo C70, and a 2013 XC60. Gordon's Wife owned a Volvo 245 station wagon. Neighbors claim that the Gordon family used the Volvo 245 station wagon vehicle as their daily driver. Gordon claims he drove the 780 Berton 450,000 miles, alone.

Red Flag # 44 (Replaced Parts, Gordon's Story Constantly Changed):

From Neil deGrasse Tyson, to Volvo USA, to Classic Car, to Hemmings, to Design News, to Magnus Walker, to UPI, to New24, Gordon presented a different story on the parts that were replaced and the miles driven on those parts. For example:

- In the "Nova Science Now" video at 2,700,000, the clutch has been replaced 3 times (that's every 900,000 miles). In the Hemming article at the time of the Alaska-3 million mile time frame, the clutch is replaced every 450,000 miles.
- Gordon claims his 1966 P1800 retains 80% of the original paint, Gordon's Mechanic, in the Magnus Walker segment, claims the car has been repainted twice. The Gordon claims the car has been repainted 3-4 times, and then in the latest Hemming article, Gordon claims the front end gets repainted 8-10 years. That six times over the life of the car.
- Gordon claimed his 1966 P1800 transmission only needed oil changes and the 3rd gear synchro replaced. In Hemmings, Gordon claimed he replaced the overdrive solenoid two times.
- Pre-3 Million miles Gordon claimed his fuel usage yielded 30 MPG. At 3 million miles, Gordon claimed that fuel usage yielded 25 miles per gallon.
- Gordon claimed at 680,000 miles the engine was completely rebuilt. However, at 2,700,000 miles the engine was claimed to be rebuilt again with the cam shaft having 2,700,000 miles on it. This is inconsistent with the with the first rebuild. This is a 700,000 mile discrepancy.
- Gordon claimed at 450,000 miles the suspension bushings were replaced. On Facebook however, he is claiming to be changing the "A" arm bushings after 2,000,000 miles.
- When interviewed by Design New, at the claimed 2.5 Million mile point, Gordon claimed all of the instruments were original. When interviewed by Classic & Sports Cars, Gordon claimed the instruments had been repaired or replaced the small instruments 2- 3 times. Only 500,000 claimed miles had expired between the two interviews.
- In every interview from 1966 until 2017, Gordon always claimed he achieved 100,000 miles driven per set of tires. In the Hemming's interview, at 3 million miles, Gordon claimed 160 tires used. That is 40 sets of tires and 75,000 miles per set.

One common question an Interviewer and or Journalist would always ask Mr. Gordon about his 1966 P1800S Volvo, VIN# 1915; "Is what parts have you replaced and how many miles did you achieve on those parts?"

After being asked that question for years, Gordon never had a detailed parts replacements list to provide as a press release? His story changed every time he was interviewed. In addition, Volvo USA press release also had a different set of replaced parts. Even his Mechanic(s) had a different story.

No forensic analysis was ever performed on replaced parts and the mileage they endured.

Red Flag # 45 (Interviews, Segments, Episodes, And Videos Never Ask the Hard Questions):

From Neil deGrasse Tyson, to Volvo USA, to Classic Car, to Hemmings, to Design News, to Magnus Walker, to UPI, to New24, to Castrol GTX, to Volvo, Gordon is never asked to detail the logistics, routes, average speeds, detailed day-day schedule. In addition, no Journalist every spent a week, month, or year driving with Gordon. Gordon always claimed he liked driving along. All interviews, advertisements, video, and segments were strictly based on a marketing point of view and not an investigative point of view. One Interviewer comes close to determine how Gordon drove the miles, but Gordon was response was general and nebulas. The Interviewer actually says "Irv is dealing with math that no one else deals with". Hopsandgears.com.

Not once did any Journalist or Interviewer ask Gordon what his daily routine was.

Red Flag # 46 (B18 Engine Fiber Timing Gear):

The Volvo B18 engine has an OEM timing gear with fiber teeth. The teeth would wear and break as early as 30,000 miles and as late as 60,000 miles. Gordon was adamant about using only Volvo parts. Gordon never mentions one of these gears failing or having to be replaced. Later, after-market parts suppliers such as ScandCar and VP Autoparts offered these gears in a complete steel construction to extend the life of the B18 engine.

Red Flag # 47 (Heater Control Flat Knob Wear Pattern):

The heater and switch control knobs on Gordon's 1966 Volvo P1800S are not showing wear patterns as expected of 3 million miles of use.

Red Flag # 48 (Gordon's Claim To Driving To Every State Except Hawaii):

Driving leisurely to every state in the continental US would take 20,000 miles on one trip or 100,000 on multiple trips (20+). Gordon's 1966 P1800 Volvo was shipped to Alaska. This does not account for the other claims of mileage.

-End of Document-